

SAYS GASOLINE SUPPLY SHORT

Standard Oil Chemist Asks For Economy in Use of Auto Fuel.

Dr. Burton, of the Standard Oil company, told members of the Council of the Society of Automotive Engineers recently that the gasoline production of 1917 will not be sufficient to last through the year unless radical conservation measures are taken. He estimated the 1917 production at 2,500,000,000 gallons, of which American automobiles would use 2,000,000,000 gallons, leaving 500,000,000 gallons for use by military trucks and for export to the allies.

"The conservation and hoarding of our gasoline supply is an important question," said Dr. Burton. "The supply of oil cannot be increased. Either strict measures must be taken by the government or double the amount of value extracted from the oil."

This was before the report was issued by the federal trade commission on the Standard Oil company. Perhaps "measures" taken by the government will have their effect to increase the gasoline supply.

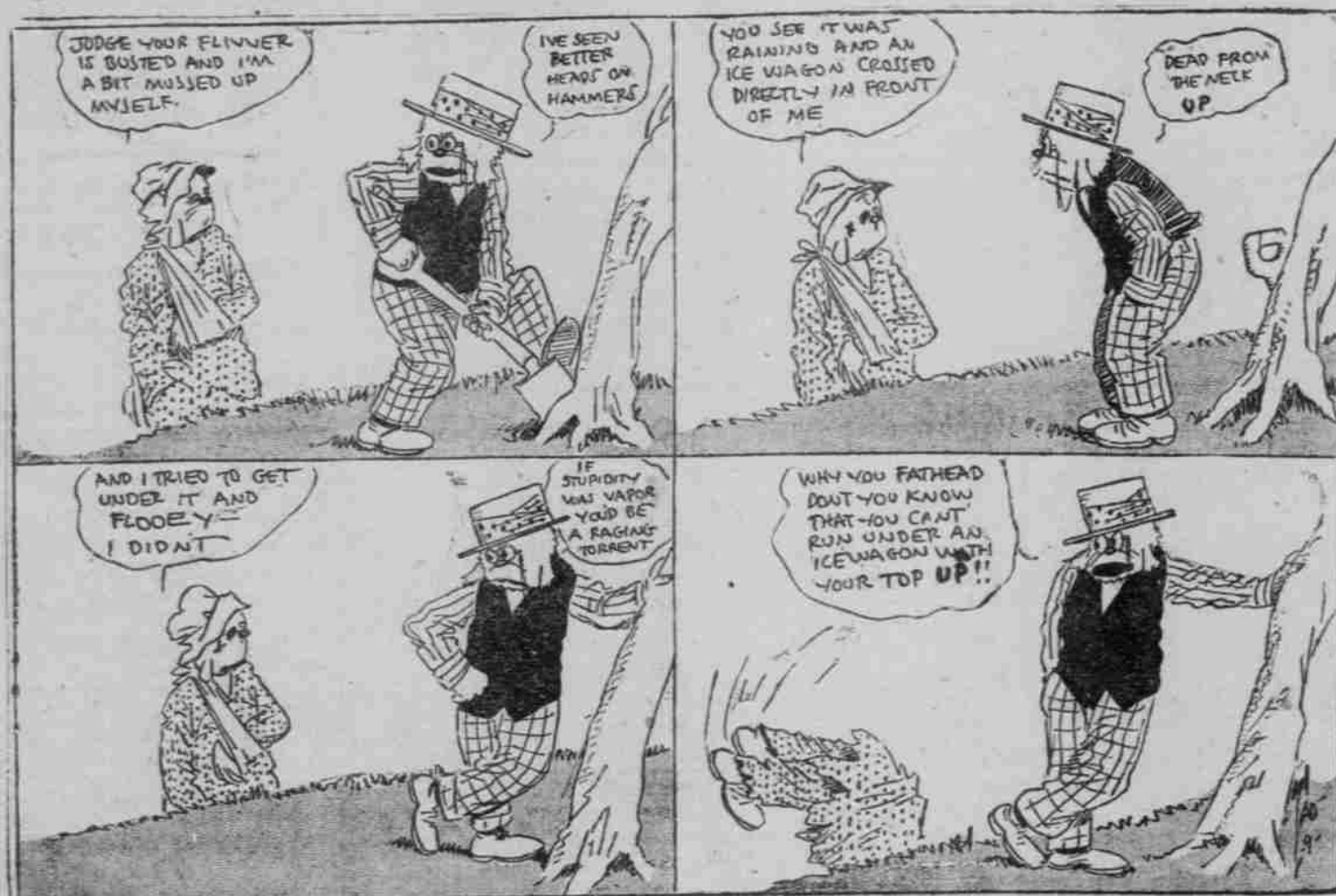
INVENTIONS AID WOMEN DRIVERS TO MOVE CLUTCH

The builders of motor cars have at last come to the rescue of women who are so short that they experience trouble in driving their cars, due to the fact that they cannot reach the clutch or brakes. To relieve this situation, the designers have patented extension pedals which may be attached to the brakes which enable the women to operate the brakes with perfect ease. Cushions of various sizes and shapes have been tried as an aid in such cases, but they frequently place the driver in an uncomfortable and awkward position which interferes with her ease in steering the car. The new extension pedals seem to fill this long felt want, and women who have used them have found much more pleasure in driving than they did previously.

MUST REPORT AUTO REPAIRS IN TEXAS

The Texas legislature has passed a bill requiring the registration of all

PUT THE FLIVVER TOP DOWN - - BY TAD



ARMY MOTOR FLEET REQUIRES 53,000 EXPERT CHAUFFEURS

Experts Declare 30,000 Trucks the Minimum for An Army of 1,000,000 Men; No Private Trucks Are to Be Commandeered by Government; Orders for Trucks Are Soon to Be Placed.

THE motor transport division organized in connection with the council of national defense is forming tentative motor truck companies for service in the states along the Atlantic and Pacific coasts. Members of these companies will enlist in the quartermaster's reserve corps, and will be needed when the army is enlisted to full strength and the motor trucks have been constructed for which the government orders will soon be placed.

For an army of 1,000,000 men from 30,000 to 40,000 motor trucks will be needed. A motor truck company has a personnel of 25 men and takes care of 20 trucks. From 50,000 to 70,000 men will be required to handle the motor truck equipment of an army of 1,000,000.

The government has just completed standards for motor trucks, but has not yet been requested. It is expected that the first 1000 of these trucks will be ready for delivery in a month after the orders have been placed. The other trucks will come along even faster thereafter.

The specifications do not differ in many respects from standard truck practice, and manufacturers have been keeping up with government needs as a result of the recent border service and also through the work of the Society of Automotive Engineers, so delay in filling orders will be eliminated. The government has at this time more than 5000 trucks which were used in Mexican service, and truck companies to handle them are complete.

After truck companies required for coast points have been recruited operations will be extended to interior concentration points. The trucks will be used to supplement railroad service and will help out in emergencies.

Because the government is prepared to buy the trucks needed it will not be necessary to commandeer any privately owned motor trucks. The government also will be able to buy all the motor cars it needs. They will be used to transport machine guns, aerial guns and troops when occasion arises.

The government will call on owners of trucks to serve only for a day

thority, it is largely a question of economics and convenience.

When the demand for gasoline was small the proportion taken from the crude oil was also small. As the demand increased, new methods of production have increased the proportion of gasoline at the expense of kerosene, and doubtless still more efficient methods will produce a satisfactory fuel from a still greater proportion of the crude oil.

If the demand should shift to kerosene, the incentive for an improved method of manufacture would be removed, and the kerosene would have to bear a much greater proportion of the income to be derived from the crude oil. Hence the low cost of kerosene is due to its limited use.

Furthermore, the proper burning of kerosene is a function of the motor rather than of the carburetor. To atomize kerosene is no more difficult than to atomize gasoline. The heat required for vaporization would necessarily be greater, and the capacity would, therefore, be much less. Large motors would have to be provided for a given power, because of the higher temperature at which the mixture enters the cylinders. Unless water is used with the kerosene, the liability for the collection of carbon on the piston is much greater.

Taken all together, the use of kerosene in automobiles would not be an unmixed blessing, but the development of motors is going on all the time and it may be possible that some time in the near future kerosene will become a logical fuel, but that does not seem to be the case at present.

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Increased Use of Kerosene in Autos Would Boost Price

Kerosene as a fuel for automobiles is not a new proposition. Not long ago an interesting serial story appeared in a popular weekly, woven around the invention of a kerosene carburetor. As a matter of fact, there have been a number of practical kerosene carburetors produced, but they don't seem to take hold, nor to appear to fill a long felt want.

This question was referred to Chas. Rayfield, of the Rayfield carburetor, in seeking a simple solution to this question which has been much discussed recently. According to this

The Proper Method For Towing a Car

Some valuable information in correct towing methods is given in Motor, the national magazine of motoring.

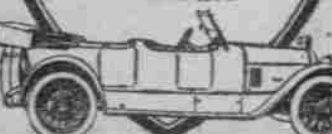
Not all of us have been unfortunate enough to wait the coming of some kind hearted driver or a garage man's towing car, but it may befall the fortunate ones some day. The average motorist who does not carry a tow line or a makeshift of some sort may be injuring himself, for the carrying of the line does not necessarily mean that it should be used for others. You may require it when the passing driver has none in his tool box. All owners should carry either a specially made tow line of rope or cable or sufficient chain or rope to make an improvised line.

There is a right and wrong way of connecting the pulling car with the disabled one. The frame should be the part to which the line is attached, and it always is best to pull evenly from both sides. This can be done in the ideal manner by forming an X-shaped connection between the cars.

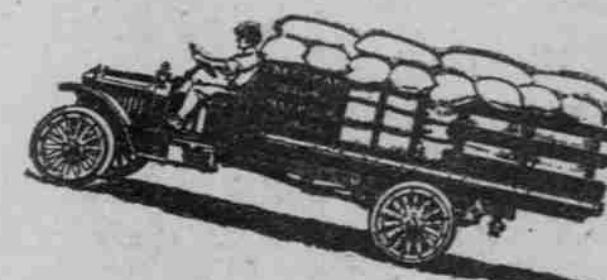
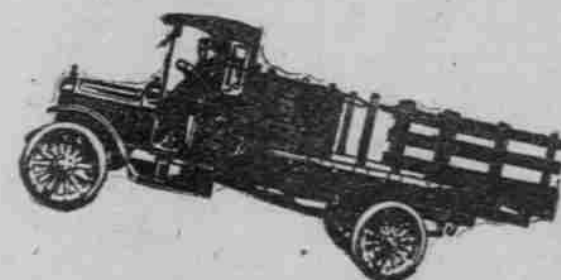
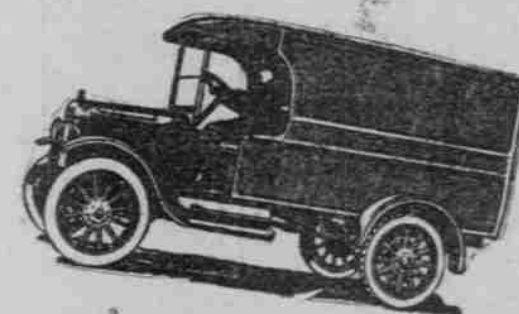
This connection is made of two lines running through a ring. The ends of the lines are attached to the frame ends of each car. This will not only cause even pulling on the straightway, but will facilitate making turns. If you should have to attach the line to the front axle, but this is not advised, attach lines as near to the ends as possible.

If it is not possible, owing to construction, to attach to the frame of the towing car, the line should be applied as near as possible to the axle end. If only one short line is at hand, attach it to one end of the axle of the towing car and to the frame of the towed one.

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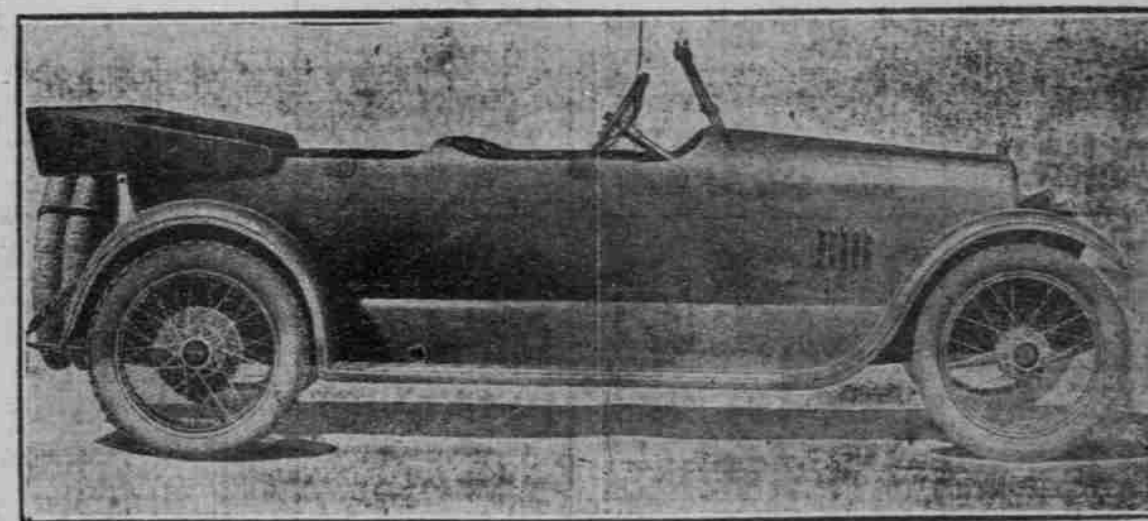
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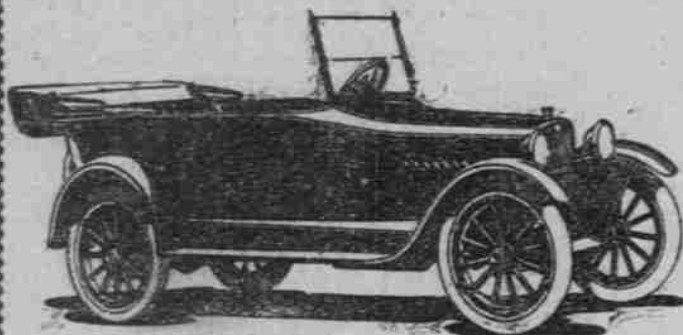
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